### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

**67** 

Nottoway County Town of Blackstone Town of Burkeville Town of Crewe

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					No	ttoway Maintena	ance Area	3							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County															
40	4.80	3500	F	95% Tn:	1%	Lunenburg Count  1% 0%  SCL Blacksto	3%	0%	С	0.099	F	0.664	3500	F	2002
Town of Blackstone				•											
South Main Street	0.18	3900	F	95%	1%	SCL Blacksto 1% 0%	3%	0%	F	0.098	F	0.64	3900	F	2002
South Main Street	0.57	11000	F	From: 97%	0%	SR 46 1% 0%	2%	0%	С	0.094	F	0.551	11000	F	2002
South Main Street	0.21	11000	F	97%	0%	Tenth St 1% 0%	2%	0%	F	0.095	F	0.582	11000	F	2002
South Main Street	0.47	9800	F	From: 96% To:	1%	West Entrance 1% 0% Elm St	3%	0%	С	0.092	F	0.545	9800	F	2002
Bus (40) North Main St	0.59	7400	F	96%	1%	RT 460 BUS/RT 1% 0%	Γ 592 <b>3</b> %	0%	F	0.087	F	0.542	7400	F	2002
40 Dinwiddie Street	0.53	1900	F	To: From: 94% To:	0%	NORTH MAIN 1% 1% ECL Blacksto	3%	0%	С	0.111	F	0.592	1900	F	2002
Nottoway County				I		ECL Blacksic	one	L							
40	5.76	1500	F	94% To:	0%	ECL Blacksto 1% 1% Dinwiddie Count	3%	0%	F	0.087	F	0.540	1500	F	2002
46)	5.46	1700	F	From: 89%	1%	Brunswick Count  2% 1%  New SCL Black	7%	0%	F	0.084	F	0.596	1700	F	2002
Town of Blackstone				I		New SCL Black	Stone	L							
46	0.15	2000	F	89% To:	1%	New SCL Black 2% 1% SR 40	stone 7%	0%	F	0.107	F	0.614	2000	F	2002
Nottoway County				I		5K 40		<u> </u>							
49	8.54	1500	G	92%	0%	Lunenburg Count 4% 1%	y Line 3%	0%	F	NA			1500	G	2002
49	0.46	2700	F	From: 92% To:	0%	67-633 Lone Pir 4% 1% SCL Crewe	3%	0%	F	0.086	F	0.509	2700	F	2002
Town of Crewe				•				<u>.</u>							
49	0.15	2700	N	92%	0%	SCL Crewe	3%	0%	N	0.086	N	0.509	2700	N	2002
49 (460)	1.80	11000	F	From: 85%	1%	S US 460 2% 1%	12%	0%	F	0.079	F	0.524	11000	F	2002
49	0.34	2100	F	From: 95% To:	1%	N US 460 1% 1% NCL Crewe	3%	0%	С	0.097	F	0.527	2100	F	2002
Nottoway County															
49	1.55	2100	N	95% To:	1%	NCL Crewe 1% 1% US 360 East of Bu	3%	0%	N	0.097	N	0.527	2100	N	2002
153	6.52	2200	F	92%	1%	US 460 Wellv 1% 2%	ille 4%	0%	С	0.092	F	0.505	2200	F	2002
307)	5.42	5000	F	To: From: 88%	1%	Amelia County Prince Edward Cou 2% 1%	nty Line 8%	1%	F	0.078	F	0.550	4700	F	2002
(360)	1.12	5700	F	From: 85%	1%	Amelia County Prince Edward Cou 2% 2%		1%	F	0.078	F	0.616	5600	F	2002
				To-		67-621									

					NOI	toway Maintena	ance Area	3							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County															
360	0.39	6000	F	85%	1%	67-621 2% 2%	9%	1%	F	0.073	F	0.607	5900	F	2002
360	0.19	11000	F	79%	1%	US 460 1% 2% WCL Burkevi	17%	1%	С	0.080	F	0.541	11000	F	2002
Town of Dunkoville						WCL Bulkevi	iie								
Town of Burkeville	1.06	11000	N	From: 79%	1%	WCL Burkevi	lle 17%	1%	N	0.080	N	0.541	11000	N	2002
(360)	0.08	15000	G	From: 85%	1%	US 460 Bus 2% 2%		1%	F	NA			15000	G	2002
(360)	0.00	13000	G	To:	1 /0	ECL Burkevi		1 /0	'	INA			13000	G	2002
Nottoway County															
~~~	0.25	45000	N	From:	10/	ECL Burkevi		10/	N	NIA			15000	N.	2002
(360)	0.35	15000	N	85%	1%	2% 2%	9%	1%	N	NA			15000	N	2002
(360)	0.23	4200	F	From: 89%	1%	2% 1%	7%	1%	F	0.069	F	0.559	4100	F	2002
~~				From:		67-723									
(360)	2.46	5100	F	89%	1%	2% 1%	7%	1%	F	0.074	F	0.57	5000	F	2002
360	4.17	6900	F	From: 89%	1%	SR 49 2% 1%	7%	1%	F	0.079	F	0.588	6700	F	2002
				To:		Amelia County	Line								
Bus (360)	0.18	1400	F	95%	0%	US 460 2% 1%	2%	0%	С	0.087	F	0.508	1400	F	2002
(360)	0.10	1400	•	To	070	WCL Burkevi		070	O	0.007	•	0.500	1400	•	2002
Town of Burkeville															
Bus (360)	0.30	1400	N	95%	0%	WCL Burkevi	lle 2%	0%	N	0.087	N	0.508	1400	N	2002
Bus				From:		67-724 Harris Spr	ing Rd								
360	0.21	2700	F	95%	0%	2% 1%	2%	0%	F	0.092	F	0.531	2700	F	2002
Bus				From:		67-628 Agnew	St								
(360)	0.44	2300	F	95%	0%	2% 1%	2%	0%	F	0.092	F	0.572	2300	F	2002
				To:		US 460 East of Bu	rkeville								
Nottoway County				From:	]	Prince Edward Cou	nty Line								
460	3.05	7200	F	85%	1%	2% 1%	12%	0%	F	0.082	F	0.527	7000	F	2002
(460)(360)	0.19	11000	F	From: 79%	1%	US 360 1% 2%	17%	1%	С	0.080	F	0.541	11000	F	2002
$\overline{\qquad}$				To:		CL Burkevil	le								
Town of Burkeville				From:		CL Burkevil	le .	1							
(460)(360)	1.06	11000	N	79%	1%	1% 2%	17%	1%	N	0.080	N	0.541	11000	N	2002
(460)(360)	0.08	15000	G	From: 85%	1%	US 460 BUS 2% 2%	9%	1%	F	NA			15000	G	2002
				To:		CL Burkevil	le								
Nottoway County				From:		CL Burkevil	le .								
(460)(360)	0.35	15000	N	85%	1%	2% 2%	9%	1%	N	NA			15000	N	2002
(460)	0.19	9300	F	From: 85%	1%	US 360 BUS 2% 1%	12%	0%	F	0.078	F	0.537	9200	F	2002
<u></u>				To: From:		67-723									
460	1.29	9700	F	85% To:	1%	2% 1% WCL Crew	12%	0%	F	0.081	F	0.507	9600	F	2002
						WCL CIEW	_								

Canal of Creek   Factor   Fa						Not	ttoway Maintenan	ce Area	3							
Will Cores   Will Cores   Will Cores   Will Cores   Will Cores   Will Cores   Will Core	Route	Length	AADT	QA	4Tire	Bus			2Trail	- QC		QK		AAWDT	QW	Year
Ago	Town of Crewe				-											
W.SR. 20     W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20   W.SR. 20	~~~	0.70	0700			40/		400/	00/		0.004		0.507	0000		0000
1.80   11000   F   85%   1%   2%   1%   12%   0%   F   0.079   F   0.524   11000   F   2002	460	0.76	9700	N	85%	1%	2% 1%	12%	0%	IN	0.081	IN	0.507	9600	N	2002
ESR 40   September   Septemb					To: From:		W SR 49		-							
Sign	460	1.80	11000	F	85%	1%	2% 1%	12%	0%	F	0.079	F	0.524	11000	F	2002
Second   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,0	<i></i>				To		F SR 49		1.							
Section   Sect	460	0.70	10000	F		1%		12%	0%	F	0.083	F	0.561	10000	F	2002
Section   Sect	400)															
SECT Crease   Section	Y 44 C 4															
1.35   10000   N   88%   1%   2%   1%   12%   0%   N   0.083   N   0.561   10000   N   2002	Nottoway County				From:		ECL Crewe									
C7-1006	460	1.35	10000	N	85%	1%		12%	0%	Ν	0.083	Ν	0.561	10000	N	2002
April   Apri	400)				т		C# 4000									
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	~~~	0.66	0500	-		10/		120/	00/	Г	0.070	Е	0.500	0200	Е	2002
Section   Sect	460	0.00	9500	Г	03%	170	2% 1%	1270	0%	Г	0.076	Г	0.506	9300	Г	2002
1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20	~~				From:		67-607		-							
Sign	460 }	5.99	5800	F	85%	1%	2% 1%	12%	0%	F	0.073	F	0.503	5700	F	2002
Ago	<del>~</del>				To		67-606									
Second Design	460	2.23	4700	F		1%		12%	0%	F	0.074	F	0.53	4600	F	2002
Second   S	400	0		•		.,,		.=		•	0.01	•	0.00		•	
Dinwiddle County Line   Dinwiddle County Line   Dinwiddle State	~~~	0.74				40/		400/		_	0.075		0.50	7000		2000
Bus	460 }	3.71	7900	r		1%			0%	F	0.075	F	0.52	7800	F	2002
1.20   4500   F   95%   1%   0%   0%   3%   0%   F   0.110   F   0.519   4500   F   2002	<del>~</del>				10:		Dinwiddie County	Line								
Bus	Bus															
Head   Section   Head	460 }	1.20	4500	F	95%	1%	0% 0%	3%	0%	F	0.110	F	0.519	4500	F	2002
Head   Section   Head	~				To:		67-9457		1							
Convert Blackstone   Convert St   Convert	$\sim$			_						_		_			_	
Bus	460 }	4.10	3800	F		1%		3%	0%	C	0.101	F	0.55	3800	F	2002
Bus					10.		67-658									
Hardy St																
Bus	~~~			_						_		_			_	
Bus	460 Church St	0.25	3900	F	96%	1%	1% 0%	2%	0%	F	0.108	F	0.501	3900	F	2002
Substrain   State	D.:-				To-		Hardy St		ŀ							
Bus   South Main St   South Main St   Elm St	~~~	0.03	E200	_	-	10/	10/- 00/-	20/-	Ω0/-	C	0.007	_	0.520	5200	_	2002
Bus   Free   F	460 Church St	0.93	3200	Г		1 /0		2 /0	0 /6	C	0.097	ı	0.529	3200		2002
Access Rd   Acce	Rus															
Bus   Dinwiddie St		0.59	7400	F	96%	1%		3%	0%	F	0.087	F	0.542	7400	F	2002
Bus	400	0.00		•		170		0,0		•	0.001	•	0.012	7 100	•	2002
Bus	Bus				From:		Dinwiddie St									
Bus		0.14	6200	F	96%	1%	1% 0%	3%	0%	F	0.094	F	0.516	6300	F	2002
Bus					To:											
Bus					From:		Division St									
Bus	460 North Main St	0.37	6300	F	96%	1%	1% 0%	3%	0%	F	0.089	F	0.520	6300	F	2002
Bus	~				To		Access Rd		1.							
Solution	Bus			_						_		_			_	
Substitute   Sub	460 North Main St	0.56	4100	F		1%			0%	F	0.09	F	0.501	4100	F	2002
Bus	<del>~</del>				To:		ECL Blackstone	)								
2.10 4000 F 96% 1% 1% 0% 3% 0% F 0.082 F 0.537 4000 F 2002    Bus   Bus   460   360									_							
2.10 4000 F 96% 1% 1% 0% 3% 0% F 0.082 F 0.537 4000 F 2002    Bus Bus   460 360   0.18 1400 F 95% 0% 2% 1% 2% 0% C 0.087 F 0.508 1400 F 2002    CL Burkeville   5		_		_						_	_	_	_		_	
Bus Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bu		2.10	4000	F	_				0%	F	0.082	F	0.537	4000	F	2002
1400   F   95%   0%   2%   1%   2%   0%   C   0.087   F   0.508   1400   F   2002	~				To:		US 460 East of Black	stone								
A	Bus Bus				From:		US 460									
To CL Burkeville    CL Burkeville	~~~	0.18	1400	F	95%	0%		2%	0%	С	0.087	F	0.508	1400	F	2002
From					To:											
Bus Bus   CL Burkeville	Foun of Rurksville											•			_	_
460 360 0.30 1400 N 95% 0% 2% 1% 2% 0% N 0.087 N 0.508 1400 N 2002  Bus Bus 460 360 0.21 2700 F 95% 0% 2% 1% 2% 0% F 0.092 F 0.531 2700 F 2002					From:		CL Burkeville									
Bus Bus 67-T724 460 (360) 0.21 <b>2700 F</b> 95% 0% 2% 1% 2% 0% F 0.092 F 0.531 2700 F 2002	~~~~	0.30	1400	N	95%	0%		2%	0%	Ν	0.087	Ν	0.508	1400	Ν	2002
805 805 6460 (360) 0.21 <b>2700 F</b> 95% 0% 2% 1% 2% 0% F 0.092 F 0.531 2700 F 2002	700 (300)					- / •		•		•		• •				
460 √360 0.21 <b>2700 F</b> 95 <u>% 0% 2% 1% 2% 0%</u> F 0.092 F 0.531 2700 F 2002	Bus Bus				From:		67-T724		<u></u>							
	~~~	0.21	2700	F	95%	0%	2% 1%	2%	0%	F	0.092	F	0.531	2700	F	2002
						-	67-628									

					INU	illoway iv	annena	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bus Bus 460 (360)	0.44	2300	F	From:	0%	2%	67-628 1%	2%	0%	F	0.092	F	0.572	2300	F	2002
400 (300)			-	To	0,0	US 460 E				•					-	
Nottoway County				From:			SR 49									
600	2.62	200	R								NA			NA		02/20/200
(600)	2.60	140	R	From:			67-626				NA			NA		02/20/200
(600)				To:			67-625									
(601)	4.10	100	R	From:		67-0	526 EAST				NA			NA		02/13/200
	2.00	440	_	From:		67-6	26 WEST				NIA			NIA		00/40/000
601)	2.80	140	R	To:			67-625				NA			NA		02/13/200
				From:			67-601									
602	2.60	70	R	To:			67-603				NA			NA		02/13/200
				From:			67-626									
603	1.80	100	R						_		NA			NA		02/20/2002
	0.40	50	R	From:		1.80	MN 67-62	6			NA			NA		02/20/200
603	0.40			To:			67-602		1		INA			INA		02/20/200/
(603)	1.80	190	R	From:			07 002				NA			NA		1999
				To: From:			460 BUS									
(604)	2.72	200	R	rioii.			SR 40				NA			NA		02/20/200
				To: From:			67-679									
604)	3.00	150	R	To			67-600				NA			NA		02/20/2002
				From:			67-609									
(605)	1.50	120	R	-							NA			NA		02/13/200
	0.75	230	R	From:		-	67-669				NA			NA		02/13/200
(605)	0.75	230	ĸ	To:			67-660				INA			INA		02/13/200/
$\overline{}$				From:		Ţ	JS 460									
(606)	0.08	900	R	_							NA			NA		1999
606)	4.34	770	R	From:		-	67-673		<u> </u>		NA			NA		1999
(606)				To: From:			67-607									
606)	1.04	200	F	98% To:	1%	0%	<b>0%</b> 67-609	0%	0%	С	0.101	F	0.571	200	F	2002
				From:			67-606									
(607)	0.80	540	F	96%	1%	1%	2%	0%	0%	F	0.116	F	0.592	540	F	2002
	1.50	350	F	From:	1%		67-614 <b>2%</b>	0%	0%	F	0.149	F	0.624	360	F	2002
607	1.50	350		96%	1 70	1%	270 511 EAST	076	U%	Г	0.149	Г	0.024	300	Г	2002
607)	0.30	410	R	From:		0/-0	, II LASI				NA			NA		1999
	2.90	410	R	To: From:		67-6	511 WEST				NA			NA		1999
607)	2.90	+10	r(	To:			67-646				INA			INA		1999
607	0.60	480	R	From:		<u>'</u>	0,-040				NA			NA		1999
	0.70	ee.		To: From:			67-617				NIA			NIA		1000
607)	0.70	650	R	To:		US	460 EAST				NA			NA		1999
			_		_					_					_	

					Not	ttoway Mainten	ance Area	а							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		US 460 EAS	T	1							
607)	0.30	330	R	<u></u>			01			NA			NA		1999
607)	0.80	240	R	From:		67-684				NA			NA		1999
607)	2.30	180	F	From: 96%	1%	67-653 1% 2%	0%	0%	С	0.112	F	0.609	180	F	2002
607	1.10	360	F	From: 97%	2%	SR 49 0% 1%	1%	0%	С	0.118	F	0.511	360	F	2002
(607)	2.09	450	F	From: 97%	2%	67-633 0% 1%	1%	0%	F	0.100	F	0.617	450	F	2002
				To:		SCL Crew	e								
Town of Crewe				From:		SCL Crew	<u>,</u>	1							
607)	0.21	450	N	97%	2%	0% 1%	1%	0%	N	0.100	N	0.617	450	N	2002
607)	0.29	440	R	From:		US 460 We	st	<u> </u>		NA			NA		1999
Nottoway County				<u> </u>		07-030									
(608)	5.30	280	R	From:		67-609				NA			NA		02/13/2002
				To:		SR 153									
609	2.75	480	F	96%	1%	US 460; US 460 2% 0%	1%	0%	С	0.109	F	0.635	490	F	2002
609	1.55	270	F	From: 96%	1%	67-715 2% 0%	1%	0%	F	0.12	F	0.627	270	F	2002
609	2.20	240	R	From:		67-606				NA			NA		1999
				To:		67-610									
<b>610</b>	1.56	170	R	From:		67-614				NA			NA		02/13/2002
<u>(610)</u>	2.70	150	R	From:		67-609		•		NA			NA		02/13/2002
				To: From:		SR 153 NOR SR 153 SOU									
610	2.39	280	R	To:		67-612 SOU				NA			NA		02/13/2002
(610)	1.90	240	R	From:		67-612 NOR	ГН			NA			NA		02/13/2002
610	0.65	260	R	From:		67-730		]		NA			NA		02/13/2002
	0.80	210	R	From:		67-681				NA			NA		02/13/2002
610				To:		Amelia County	Line								
<b>611</b> )	0.40	210	R	From:		US 460 BU	S			NA			NA		1999
	4.30	130	R	From:		67-625				NA			NA		03/11/2002
<u>611</u>				To-		67-607 WES									
611)	3.16	180	R	From:		67-607 EAS	Т			NA			NA		1999
<u>(611)</u>	2.40	110	R	From:		67-613				NA			NA		1999
				To:		67-615									
<b>612</b>	1.97	450	F	98%	1%	SR 153 1% 0%	0%	0%	F	0.106	F	0.533	460	F	2002
				To:		67-640									

					110	ttoway Maintenan	00 / 11 00	•							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		67-640		-							
612	1.84	590	F	98%	1%	1% 0%	0%	0%	С	0.105	F	0.516	590	F	2002
612)				To		67-610 NORTH									
612	1.68	460	F	From: 98%	1%	1% 0%	0%	0%	F	0.119	F	0.59	460	F	2002
012				To		Amelia County Lin									
				From:		67-615									
613)	0.26	150	F	97%	2%	1% 0%	0%	0%	С	0.136	F	0.636	160	F	2002
				To: From:		67-617									
613)	4.62	160	R	110111.						NA			NA		03/11/20
				To:		67-614									
_				From:		67-625; 67-726									
614)	0.73	460	F	95%	1%	2% 2%	0%	0%	С	0.084	F	0.571	460	F	2002
				To: From:		US 460									
614)	0.15	980	F	95%	1%	2% 1%	1%	0%	F	0.095	F	0.558	980	F	2002
				To		67-625; 67-731									
614)	4.35	230	F	95%	1%	2% 1%	1%	0%	F	0.114	F	0.633	230	F	2002
614)			-	To:					-		-			•	
<u> </u>	3.84	480	F	From: 95%	1%	67-607 2% 1%	1%	0%	С	0.113	F	0.655	480	F	2002
614)	3.04	400	•	3370	1 /0		1 /0	070	O	0.115	'	0.000	400	•	2002
	4.40	400	_	From:	40/	67-613	40/			0.405	_	0.000	400	_	0000
614)	1.40	480	F	95% To:	1%	2% 1%	1%	0%	F	0.105	F	0.633	480	F	2002
						Amelia County Li	ne								
	4.40	4.400	_	From:	40/	US 360	40/	00/	_	0.004	_	0.077	4.400	_	0000
615)	1.40	1400	F	96%	1%	1% 1%	1%	0%	С	0.091	F	0.677	1400	F	2002
				From:		67-619 EAST									
615	2.20	260	R							NA			NA		02/25/20
				To: From:		67-630									
615)	1.00	300	F	96%	1%	1% 1%	1%	0%	F	0.109	F	0.58	300	F	2002
				To:		67-613									
615	3.70	230	R	From:		07-015				NA			NA		02/25/20
615)				To-		Amelia County Lin	ne								
				From:		Prince Edward County									
616)	3.40	280	R	<u> </u>	-	Timee Edward County	LIIIC			NA			NA		02/25/20
010)	-			To:		SR 307 WEST									
				From:		SR 307 EAST									
616)	0.70	660	R							NA			NA		02/25/20
				To:		Amelia County Li	ne								
				From:		67-607									
617	0.20	350	R							NA			NA		03/11/20
				To: From:		67-632									
617)	4.60	260	R	riom.				•		NA			NA		03/11/20
				To:		67-613									
617)	0.40	100	R	From:		07-013				NA			NA		02/25/20
017)	00			To:		67-615									02/20/20
Four of Crown				•				•							
Town of Crewe				From:		US 460		T							
_		2400	F	94%	1%	2% 2%	1%	0%	С	0.107	F	0.555	2400	F	2002
618) Carter St	0.14			To:		67-1009 Tennesse A	Ave								
618) Carter St	0.14														
				From:	407	67-1009	461	001	_	0.000	_	0.500	4		
618) Carter St	0.14	1400	F	97%	1%	67-1009 1% 1%	1%	0%	F	0.093	F	0.508	1400	F	2002
618			F		1%		1%	0%	F	0.093	F	0.508	1400	F	2002
618			F	97%	1%	1% 1%	1%	0%	F C	0.093	F	0.508	1400	F F	2002
618	0.14	1400		97%  To From:  97%		1% 1% 67-1011 1% 1%	1%								
	0.14	1400		97%		1% 1% 67-1011	1%								

						Tru	. ol			Dook		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Crewe				From:		67-1008		1							
(618)	0.18	820	F	97%	1%	1% 1%	1%	0%	F	0.094	F	0.524	820	F	2002
				To:		ECL Crewe									
Nottoway County				From:		ECL Crewe									
618	2.58	440	F	97%	1%	1% 1%	1%	0%	F	0.118	F	0.574	440	F	2002
	2.40	220	_	From:		67-617				NIA			NIA		00/44/0000
618)	3.10	230	R	To:		67-613				NA			NA		03/11/2002
Town of Crewe															
(619)	0.25	1900	F	98%	1%	67-618; 67-102: 1% 0%	1%	0%	F	0.096	F	0.58	1900	F	2002
019				To:		NCL Crewe									
Nottowav County				From:		NCL Crewe		Ī							
(619)	0.93	1600	F	98%	1%	1% 0%	1%	0%	С	0.093	F	0.568	1600	F	2002
				To: From:		67-630									
619	1.70	1300	F	98%	1%	1% 0%	1%	0%	F	0.095	F	0.660	1300	F	2002
				From:		67-615 MID 67-615 WEST									
619	1.00	420	R							NA			NA		02/25/2002
	4.20	270	R	From:		67-631		ŀ		NA			NA		02/25/2002
619	4.20	210	K	To:		67-615 EAST				INA			INA		02/23/2002
				From:		SR 307									
620	1.90	110	R	To:		04-617; 73-600	1	1		NA			NA		02/25/2002
				From:	1	Prince Edward Count									
(621)	1.29	240	R	<u> </u>			<i>y</i> =====			NA			NA		02/25/2002
				To: From:		US 360		-							
621)	0.50	450	F	98% To:	0%	1% 1% WCL Burkeville	0%	0%	С	0.119	F	0.764	460	F	2002
Town of Burkeville						W CL Burnevin									
	0.00	450		From:	00/	WCL Burkevill		00/	N	0.440	N.	0.704	400	N.	2002
(621)	0.03	450	N	98% To:	0%	1% 1% 67-716	0%	0%	N	0.119	N	0.764	460	N	2002
Nottoway County															
(622)	1.60	80	R	From:		67-625				NA			NA		05/13/2002
022				To:		67-624 SOUTH									
(622)	1.50	120	R	From:		67-624 NORTH	<u> </u>			NA			NA		1999
022)				To:	]	Prince Edward Count	y Line								
Town of Burkeville				From:		(7.71)		Ī							
(623)	0.06	40	R			67-716				NA			NA		03/20/2002
				To:		Dead End									
Nottoway County				From:		67-723		1							
624)	2.50	80	R	<u> </u>		01-123				NA			NA		02/25/2002
				To: From:		67-625									
624)	1.90	140	R	_						NA			NA		02/25/2002
	3.19	130	R	From:	_	67-622 NORTH	I			NA			NA		03/07/2002
624)	J. 18	130	Γ.	To:		WCL Burkevill	e			14/4			INA		

Route	Lenath	AADT	QA	4Tire	Bus	toway Maint	Truck-		ററ	Peak	QK	Dir	AAWDT	QW	Year
Town of Burkeville	_0g	, , , ,	•		240	2Axle 3+	Axle 1T	rail 2Tra	il	Hour	Ψ	Factor	,,,,,,	٠	
			_	From:		WCL Bur	keville		]						
(624)	0.40	240	R						_	NA			NA		03/07/2002
<u> </u>	0.06	300	R	To: From:		67-67	'8		_	NA			NA		03/07/2002
624)	0.00	300	IX.	To:		67-68	10		7	INA			INA		03/01/2002
624)	0.07	320	R	From:		07-00				NA			NA		03/07/2002
	0.52	720	F	From: 92%	7%	67-72 1% (	4 % 0	% 0%	]	0.112	F	0.56	720	F	2002
624)	0.52	720	•	72 /0 To:	7 70	ECL Burl		70 070	1	0.112	'	0.50	720	'	2002
Nottoway County				From:		ECL D	:11-		1						
624)	0.50	950	F	92%	7%	ECL Burl	% 0	% 0%	C	0.127	F	0.555	950	F	2002
(624)				To:		67-650; 6									
				From:		Lunenburg Co	unty Line								
625	1.73	220	R						_	NA			NA		02/25/2002
	1.30	250	R	From:		67-62	2		<b>}</b>	NA			NA		02/25/2002
625)	1.50	250	K	To:		67.77	12		7	INA			INA		02/23/2002
625)	1.90	150	R	From:		67-72	.3		_	NA			NA		02/25/2002
				To: From:		67-65	1		1—						
625	1.43	230	R	rion.						NA			NA		02/20/2002
				To: From:		SR 4			]——						
625)	2.70	430	F	97%	2%		% 0	% 0%	F -	0.131	F	0.632	430	F	2002
	1.00	640		From:	20/	67-60 1% 0		00/		0.114	F	0.702	6E0	F	2002
625	1.88	640	F	97% To:	2%	US 460 BUS		% 0%	7 Č	0.114	Г	0.703	650	Г	2002
$\bigcirc$				From:		US 460 BUS									
625	1.30	200	R						_	NA			NA		03/11/2002
	2.70	270		From:		67-64	-6			NIA			NΙΔ		02/11/2000
625	2.70	270	R	To:		67-614; 6	7-731		7	NA			NA		03/11/2002
$\widehat{}$				From:		67-614; 6	7-726								
625	1.14	430	F	97% To:	1%	2% C	% 0	% 0%	¬ C	0.126	F	0.526	430	F	2002
				From:		Lunenburg Co									
(626)	2.00	220	R			Lunchburg Co	runty Eme			NA			NA		02/20/2002
				To: From:		SR 4	9		7—						
626	0.70	470	R	110111.					_	NA			NA		1999
				From:		67-60	0		}——						
626	3.30	460	R						_	NA			NA		1999
	1.40	560	R	From:		67-60	13			NA			NA		1999
626	1.40	360	K			CT CO.4.T	. am		_	INA			INA		1999
626	1.50	770	F	97%	1%	67-601 E	% 1	% 0%	F	0.097	F	0.528	780	F	2002
626			•	To: From:	.,,	67-65				0.007	•	0.020		•	
626	1.09	870	F	97%	1%		% 1	% 0%	С	0.097	F	0.648	870	F	2002
				To:		WCL Blac									
$\bigcirc$	. = .	4.10	_	From:		Lunenburg Co	ounty Line		]	<b></b>					00/00/005
627)	0.73	140	R							NA			NA		02/20/2002
(007)	0.48	260	R	To: From:		67-68	66			NA			NA		02/20/2002
627)	U. <del>4</del> 0	200	ĸ	To:		SR 4	0		7	INA			INA		02/20/2002
						~			-						

					INO		ntenance A Truck	rea		Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		+Axle 1Tr	ail 2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Town of Burkeville				From:		Dead	End		1						
628	0.06	1300	R						_	NA			NA		03/20/2002
	0.36	410	R	To: From:		US 360	) BUS		}	NA			NA		03/20/2002
628				To: From:		US 360;	US 460		<b>—</b>						
628)	0.04	380	F	96%	2%		1% 1%	ú 0%	С	0.104	F	0.525	380	F	2002
Nottoway County						NCL Bu	rkeville		<u>.</u>						
	4.77	380	N	From: 96%	2%	NCL Bu	rkeville 1% 1%	6 0%	N	0.104	N	0.525	380	N	2002
628)				To: From:		67-0			···						
628	1.87	320	F	96%	2%	1% SR:	1% 1%	6 0%	F	0.118	F	0.525	320	F	2002
				From:		67-e			<u>                                       </u>						
629)	1.90	100	R	-					1	NA			NA		02/25/2002
				To: From:		67-0 US			<u>                                     </u>						
(630)	0.92	150	F	96%	3%	0%	0% 0%	ú 0%	С	0.11	F	0.625	150	F	2002
T. CC				To:		WCL	Crewe								
Town of Crewe				From:		WCL									
630	0.50	150	N	96%	3%		0% 0%	0%	N 1	0.11	N	0.625	150	N	2002
(630)	0.35	430	F	96%	3%	67-0 0%	0% 0%	6 0%	F	0.12	F	0.539	440	F	2002
				To: From:		SR 49 SR 49									
630)	0.13	620	F	96%	3%		0% 0%	6 0%	F	0.117	F	0.612	620	F	2002
	0.28	230	F	From: 96%	3%	67-1 1%	044 0% 0%	6 0%		0.137	F	0.594	230	F	2002
630	0.20	230	'	To:	370	NCL (		0 070	<u> </u>	0.137	'	0.004	230	'	2002
Nottoway County				From:		NCL (	Trewe		1						
630	1.16	230	N	96%	3%		0% 0%	6 0%	N	0.137	N	0.594	230	N	2002
·	2.20	200		From:	3%	67-6		′ 00/	<u> </u>	0.111		0.605	200		2002
630	2.38	280	F	96% To:	3%	1% 67-	0% 0% 615	6 0%	F ]	0.111	F	0.625	280	F	2002
	4.50	60	_	From:		67-	619			NIA			NIA		00/05/0000
(631)	1.50	60	R	To		1.50 ME	67 610		1	NA			NA		02/25/2002
631)	0.70	220	R	From:					_	NA			NA		1999
				To: From:		US 460;			<u> </u>						
632	0.34	990	F	90%	8%		0% 0%	6 0%	С	0.187	F	0.505	990	F	2002
				From:		67-1	052		}						
632	1.80	380	R	To:		67-	617		1	NA			NA		03/01/2002
				From:		Dead	End								
633	1.00	40	R						7	NA			NA		02/20/2002
(633)	1.80	160	R	From:		67-	723			NA			NA		02/20/2002
				To- From:		67-0	650								
633	1.53	630	R	To:		SR	49		1	NA			NA		02/20/2002
				From:		US			<u>.                                    </u>						
634)	0.44	60	R	To:					- 1	NA			NA		02/13/2002
				10.		67-6	036		<u> </u>						

					Nottoway Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				r 1								
(634)	0.70	10	R	From:	67-636		NA			NA		02/13/2002
				To:	Dead End							
Town of Burkeville				From:	67-724							
635)	0.08	350	R	<u>L</u>	07-72-7		NA			NA		03/07/2002
				From:	67-663							
635	80.0	120	R			•	NA			NA		03/07/2002
	0.14	110	R	From:	67-707		NA			NA		03/07/2002
635)				To:	67-697							
635)	0.09	110	R	From:			NA			NA		03/07/2002
				To:	67-712							
Nottoway County				From:	US 460 BUS							
(636)	3.10	30	R			•	NA			NA		02/13/2002
				To:	67-634							
Town of Burkeville				From:	67-638							
(637)	0.07	90	R	To:	(7.700	- 	NA			NA		03/20/2002
				From:	67-700 67-676							
(638)	0.17	70	R	<u> </u>	07-070		NA			NA		03/20/2002
				To:	67-637							
Nottoway County				From:	Dinwiddie County Line							
639	1.00	160	R		Dirividus County Emo	_	NA			NA		1999
				To-	67-640							
	2.29	260	R	From:	67-612		NA			NA		1999
640	2.20	200		To:	67-713		14/-1			IVA		1000
640	0.01	150	R	From:	07-/13		NA			NA		1999
				Tn-	Dinwiddie County Line							
(ii)	0.30	9	R	From:	Dead End		NA			NA		02/13/2002
(641)	0.30	3	IX.	To:	(7,649		INA			INA		02/13/2002
641)	0.85	200	R	From:	67-648		NA			NA		02/13/2002
				To:	US 460 BUS; SR 49							
$\bigcirc$	0.70	00		From:	67-633		NIA			NIA		00/00/0000
642	0.70	80	R	To:	Dead End		NA			NA		02/20/2002
				From:	ECL Blackstone							
643)	1.38	1300	F	98%	1% 0% 0% 0% 0%	С	0.146	F	0.594	1300	F	2002
				To:	Dead End							
644	4.90	210	R	From:	SR 46		NA			NA		02/20/2002
644)	1.00			To:	SCL Blackstone							02/20/2002
				From:	Brunswick County Line							
645)	0.70	170	R	To:	SR 46	I	NA			NA		02/20/2002
				From:	67-625							
646)	2.20	110	R	<u> </u>			NA			NA		03/11/2002
				Tn-	67-607							
<u></u>	3.80	420	R	From:	US 360		NA			NA		1999
647)	3.00	420	ĸ	To-	SR 307		INA			INA		נשטו

					No	ttoway Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		SR 307									
647	0.40	46	R							NA			NA		02/25/2002
				To-		Amelia County L	ine								
649	0.40	20	R	From:		67-641				NA			NA		02/13/2002
648)	0.10	0	.`	To:		Dead End									02/10/200
				From:		Dead End									
649	0.70	50	R	To:						NA			NA		02/20/2002
				From:		67-650									
650	1.30	120	R			Dead End				NA			NA		1999
000				To:		67-633		1.							
650	1.50	400	R	From:		07 033				NA			NA		1999
				To: From:		67-691									
650	1.40	390	F	96%	1%	1% 1%	2%	0%	С	0.088	F	0.703	390	F	2002
				To:		67-624; 67-723	3								
	2.22	50	_	From:		67-723				NΙΔ			NIA		00/05/000
<b>651</b> )	3.22	50	R	To-		67-625				NA			NA		02/25/2002
				From:		Dead End									
652	0.40	49	R	-						NA			NA		02/13/2002
				To:		67-609									
				From:		Dead End									00/00/000
653	0.40	100	R	To:		67-607				NA			NA		02/20/2002
				From:		Dead End									
654)	0.75	80	R	<u> </u>		Dead End				NA			NA		02/20/2002
				From:		0.75 ME Dead E	nd	1							
654)	0.01	80	R							NA			NA		1999
				To:		SR 49									
	0.80	60	R	From:		67-625				NA			NA		02/13/2002
655)	0.00	60	K	To:		Dead End				INA			INA		02/13/2002
				From:		Dead End		I							
(656)	0.40	60	R							NA			NA		02/13/2002
				To:		67-612		ļ							
	0.70	20	R	From:		Prince Edward Coun	ty Line			NA			NA		02/25/2002
(657)	0.70	20	K	To:		67-624				INA			INA		02/23/2002
				From:		US 460 BUS									
658	1.20	150	R							NA			NA		1999
				To:		67-626									
	0.55	50	В	From:		67-726				NΙΔ			NIA		02/42/2000
659	0.55	50	R							NA			NA		02/13/2002
	0.65	60	R	From:		0.55 ME 67-72	b			NA			NA		1999
659				To:		67-614				, .					. 555
				From:		SR 153									
660	2.40	290	R							NA			NA		02/13/2002
				To:		Dead End									
(661)	0.75	260	R	From:		US 360				NA			NA		1999
661)	0.75			To:		(7.70)				11/7			IN/A		1999
(661)	0.25	210	R	From:		67-703				NA			NA		02/25/2002
				To:		0.25 MN 67-70	3			-					

					1101	lloway iviali ileriai	ice Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		0.25 MN 67-70	13	1							
661)	0.30	170	R			0.23 1111 07 70	,,,			NA			NA		02/25/200
				To-		Dead End									
	0.80	110	R	From:		Dead End				NA			NA		02/20/200
662	0.00	110	IX.	To:		SR 46				INA			INA		02/20/200
_				From:		Dead End									
663	0.20	120	R	To:		agr p 1 3				NA			NA		03/07/200
Town of Burkeville				10.		SCL Burkevill	e								
				From:		SCL Burkevill	e								
663	0.07	120	R							NA			NA		03/07/200
	0.40	070		From:		67-706		-		NI A			NIA		00/07/000
663	0.42	370	R	To:		67-624				NA			NA		03/07/200
Nottoway County															
	4.05	400		From:		SR 49									00/00/00/
664)	1.65	120	R	To:		SR 49		1		NA			NA		02/20/200
				From:		Dead End									
665)	0.81	420	F	96%	2%	1% 0%	1%	0%	С	0.111	F	0.642	430	F	2002
				To:		WCL Blackston	ne								
$\bigcirc$	0.00	040	_	From:		67-604				NI A			NIA		00/00/00/
666	0.90	210	R	To:		67-601		1		NA			NA		02/20/200
				From:		ECL Blackstor	ne	i							
668	1.05	190	R					-		NA			NA		1999
				To:		SR 40									
	1.30	470	R	From:		US 460				NA			NA		1999
669	1.30	470	K	To:		67-605		1		INA			INA		1999
				From:		US 360									
670)	0.50	60	R	,						NA			NA		02/25/200
				To:		Dead End									
671)	0.75	20	R	From:		Dead End				NA			NA		02/13/200
071)	0.70			To:		67-601									02/10/200
				From:		67-633									
672)	0.90	40	R	. —						NA			NA		02/20/200
				To: From:		Dead End									
673)	0.75	30	R	From:		Dead End				NA			NA		02/13/200
073				To		67-606									
Town of Burkeville															
(274)	0.20	160	R	From:		US 360 BUS				NA			NA		03/20/200
674)	0.20	100		To:		(7, (7)				INA			IVA		03/20/200
674)	0.11	70	R	From:		67-676				NA			NA		03/20/200
014)				To		Dead End									
Nottoway County															
075	1.20	90	R	From:		SR 49				NA			NA		02/20/200
675)	1.20	<del></del>		To:		Dead End		1		11/7			19/1		
Town of Burkeville															
	0.44		_	From:		67-638				A I A			NI A		02/20/202
676)	0.11	60	R	To-		67-674		1		NA			NA		03/20/200
						0, 0, 1		-							

					NOI	toway Maintenar				D- '		D::			
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		Dead End		1							
(677)	0.55	50	R			Dead End				NA			NA		02/25/2002
				To-		67-624									
Town of Burkeville				From:		Dead End									
678)	0.05	300	R							NA			NA		03/07/2002
678)	0.20	180	F	From: 96%	0%	67-698 2% 2%	0%	0%	С	0.133	F	0.625	180	F	2002
678				To: From:		67-624									
678)	0.08	380	F	96% To:	0%	2% 2%	0%	0%	F	0.099	F	0.654	380	F	2002
Nottoway County				10.		67-724									
	0.40	20	_	From:		Dead End				NIA			NIA		00/40/0000
679)	0.40	20	R	To:		67-604				NA			NA		02/13/2002
				From:		67-619									
680	0.53	40	R	To:		Dead End		1		NA			NA		02/25/2002
				From:		Dead End									
(681)	1.69	40	R	т		(7. (10				NA			NA		02/13/2002
				From:		67-610 67-612		<u> </u> 							
(682)	0.40	170	R							NA			NA		02/13/2002
				To: From:		Amelia County L	ine								
(683)	0.10	48	R	From:		US 460 BUS				NA			NA		02/11/2002
				To-		Dead End									
	0.55	40	R	From:		Dead End				NA			NA		02/20/2002
(684)	0.55			To:		67-607				IVA			INA		02/20/2002
$\bigcirc$	0.45	40	_	From:		Dead End									00/40/0000
685	0.45	40	R	To:		67-601				NA			NA		02/13/2002
				From:		67-627									
686	0.55	47	R	To:		Dead End				NA			NA		02/20/2002
Town of Burkeville						Dead Elid									
	0.08	80	R	From:		67-724				NA			NA		03/07/2002
688)	0.08	00	Α.	To:		67-624		1		INA			INA		03/01/2002
688)	0.09	46	R	From:						NA			NA		03/07/2002
				To: From:		Dead End									
(689)	0.08	370	R	rioni.		67-624; 67-724				NA			NA		03/20/2002
				To- From:		67-697 Gap Termi	nus								
689	0.08	60	R	To:		(7.700		1		NA			NA		03/20/2002
Nottoway County				10.		67-709									
	0.00	_	_	From:		US 460 BUS				NIA			NIA		00/40/0000
(690)	0.20	5	R	To:		Dead End		]		NA			NA		02/13/2002
				From:		Dead End									
691)	1.20	140	R	To:		67-650		<del></del> 1		NA			NA		02/20/2002
				From:		Dead End		<u>_</u>							
692	0.55	100	R	<u> </u>						NA			NA		02/13/2002
				To:		67-606									

					INOL	loway iviali ilelia	IICE AIC	2							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		US 460 BUS		1							
694)	0.15	70	R	To				1		NA			NA		03/11/2002
Town of Burkeville						Dead End									
	0.10	90		From:		US 360 BUS				NIA			NIA		03/30/3003
(695)	0.10	80	R	To:		Dead End				NA			NA		03/20/2002
$\overline{}$				From:		67-628									
696	0.10	90	R	To		Dead End				NA			NA		03/20/2002
				From:		Dead End									
697	0.02	30	R							NA			NA		03/07/2002
697)	0.08	140	R	From:		67-711				NA			NA		03/07/2002
007)				To-		67-698		ļ							
697)	0.25	180	F	95% To:	2%	1% 0%	2%	0%	С	0.123	F	0.539	180	F	2002
				From:		67-624 67-678									
(698)	0.32	150	F	99%	0%	1% 0%	0%	0%	С	0.106	F	0.563	150	F	2002
				To:		67-697									
Nottoway County				From:		US 460 BUS									
(699)	0.08	160	F	93% To:	5%	1% 0% 67-726	1%	0%	С	0.116	F	0.79	160	F	2002
Town of Burkeville				<u> </u>		07-720									
	0.15	80	R	From:		67-676				NA			NA		03/20/2002
(700)	0.13			To		67-637				INA			INA		03/20/2002
Nottoway County				From:		115 270		1							
(702)	0.20	120	R			US 360				NA			NA		02/25/2002
				To: From:		0.20 ME US 3	50								
702	0.30	20	R	To:		Dead End		1		NA			NA		02/25/2002
				From:		Dead End									
703	0.40	70	R	To:		67.661				NA			NA		02/25/2002
				From:		67-661 SR 49									
(704)	0.40	90	R							NA			NA		02/20/2002
				To: From:		Dead End Dead End									
(705)	0.20	20	R			Dead End				NA			NA		02/25/2002
				To		US 360									
Town of Burkeville				From:		67-663									
706	0.09	90	R	To:		(7.707				NA			NA		03/07/2002
				From:		67-707 67-706									
(707)	0.26	100	R	<u> </u>		57-700				NA			NA		03/07/2002
0				To: From:		67-635									00/07/202
(707)	0.04	40	R	To:		Dead End				NA			NA		03/07/2002
Nottoway County															
(708)	0.25	49	R	From:		Dead End				NA			NA		02/20/2002
7 000	0.20			To:		67-607									3_3_3,_002

					1100	toway Mainten				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Burkeville				From:		67-635									
(709)	0.11	100	R			07-033				NA			NA		03/07/2002
				To		67-624									
Nottoway County				From:		67-615									
(710)	0.15	60	R	<u> </u>		07-013				NA			NA		02/25/2002
				To:		Dead End									
Town of Burkeville				From:		67-707									
(711)	0.07	60	R							NA			NA		03/07/2002
				To:		67-697									
(712)	0.25	340	R	From:		Dead End				NA			NA		03/07/2002
(112)	0.20	0-10		To:		67-624				1471			147.		00/01/2002
Nottoway County								-							
(713)	0.40	40	R	From:		67-640				NA			NA		02/13/2002
(/13)	0.40	-10		To:		Dead End				1471			147.		02/10/2002
				From:	l	Prince Edward Cou	ınty Line								
714)	0.30	40	R	To:		67-624				NA			NA		02/25/2002
				From:		Dead End									
(715)	0.11	20	R	<u> </u>		Dead End				NA			NA		02/13/2002
				To:		67-609									
$\bigcirc$	0.47	400	_	From:	00/	US 360	40/	00/		0.400	_	0.007	400	_	0000
716	0.17	100	F	92% To:	2%	6% 1% WCL Burkey	1% ille	0%	С	0.182	F	0.667	100	F	2002
Town of Burkeville															
				From:	201	WCL Burkey		201		2 4 2 2					
(716)	0.03	NA		92%	2%	6% 1%	1%	0%	F	0.182	N	0.667	NA		2002
716	0.29	810	R	From:		67-621				NA			NA		03/20/2002
(716)	0.20			To:		US 360 BU	S								00/20/200
				From:		67-716									
(717)	0.03	280	R							NA			NA		03/20/2002
$\overline{\bigcirc}$	0.40	420		From:		US 360 BU	S			NIA			NIA		02/20/2004
(717)	0.16	130	R	To:		67-676				NA			NA		03/20/2002
				From:		US 360									
(718)	0.10	750	R							NA			NA		03/20/2002
<u> </u>				To:		Dead End									
Nottoway County				From:		SR 153									
719	0.10	360	R							NA			NA		02/13/2002
				From:		0.10 ME SR	153								
719	0.20	360	R	To:		Dead End		1		NA			NA		02/13/2002
				From:		67-612									
720	0.80	45	R	<u> </u>		07 012				NA			NA		02/13/2002
				To		Dead End									
	0.00	40	-	From:		Dead End				NI A			NI A		02/42/202
721)	0.20	40	R	<sub>T</sub>		0.000	F .			NA			NA		02/13/2002
	0.20	130	R	From:		0.20 ME Dead	End			NA			NA		1995
721)	5.20		••	To:		SR 40									1000

					Not	toway M	1aintena	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	2 2 Ayle	Tr 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County									ZIIaii		rioui		i actor			
	2.96	1200	F	92%	0%	Lunenbu 1%	irg County 3%	Line 3%	0%	F	0.096	F	0.595	1200	F	2002
(723)				To: From:			67-625			-					-	
723	3.97	1400	F	92%	0%	1%	3%	3%	0%	F	0.100	F	0.601	1400	F	2002
	1.54	1400	F	From: 92%	0%	1%	67-724 <b>3%</b>	3%	0%	С	0.096	F	0.591	1400	F	2002
723	1.01		•	To- From:			US 460				0.000		0.001	1 100		2002
723	0.16	720	F	92%	1%	1%	0%	6%	0%	С	0.09	F	0.662	720	F	2002
				To: From:			US 360 ewiston Pla	onle Del								
(724) Old Plank Road	1.41	310	R	_		07-723 LC	Wiston 1 id	ank ivu			NA			NA		1999
				To:		SCL	Burkevill	le								
Town of Burkeville				From:		SCL	Burkevill	le								
(724) Old Plank Road	0.33	260	R								NA			NA		1999
	0.00	000	R	To: From:		67-	635 3rd St	į			NIA			NIA		4000
(724)	0.08	860	ĸ	To:		67 624 9	; 67-689 2	and Ct			NA			NA		1999
724	0.08	980	R	From:		07-024 8	5; 07-089 2	and St			NA			NA		1999
				To: From:		67-624	NORTH 1	st St	-							
724)	0.14	170	F								0.126	F	0.682	170	F	2002
	0.08	1300	G	From: 93%	0%	67-0 1%	678 Oak S 3%	t 2%	0%	С	NA			1300	G	2002
(724)	0.00	1000		Tax	070		360 BUS				147 (			1000		2002
(724)	0.41	280	R	From:							NA			NA		1999
				To:		D	ead End									
Nottowav County				From:		D	ead End									
(726)	0.60	70	R								NA			NA		1999
(720)	0.60	100	R	To: From:			67-659				NA			NA		1999
726	0.00			To:			67-699									
(726)	0.70	160	R	From:							NA			NA		1999
				To: From:			614; 67-62:									
(727)	0.30	50	R	rioiii.		US	460 BUS				NA			NA		03/11/2002
				To:			ead End									
(720)	0.20	40	R	From:		US	460 BUS				NA			NA		03/11/2002
728	0.20			To:		D	ead End									
	4.00	470	_	From:			67-610		J		NIA			NIA		00/40/0000
730	1.00	170	R	To:		Amelia	a County I	ine			NA			NA		02/13/2002
				From:		67-6	514; 67-62	5								
731)	0.22	280	R	To:		D	ead End				NA			NA		02/13/2002
				From:			ead End		1							
(732)	0.37	40	R								NA			NA		02/13/2002
				To: From:			460 BUS		<u> </u>							
740	0.28	30	R				US 460				NA			NA		03/20/2002
				To:			ead End									
750	1.54	NA		From:		D	ead End/				NA			NA		
750	1.54	IN/A		To:		C2US	S-00460(B	3)/			14/7			14/1		

					110	lloway ivi	annenan	ice Aice	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Nottoway County				From:		De	ad End/		Ī							
751)	0.23	NA		_							NA			NA		
				To-		SR-00040		O(U)/								
	0.95	NA		From:		67-0	00753(L)/				NA			NA		
752	0.93	INA		To:		SR-0	00040(B)/				INA			INA		
				From:			ad End/									
753	1.38	NA									NA			NA		
				To:			00752(L)/									
754)	1.02	NA		From:		De	ead End/				NA			NA		
754)	1.02	144		To:		67-0	00753(B)/				10/1			14/1		
_				From:		De	ad End/									
755	1.13	NA									NA			NA		
				To:			00753(B)/									
756	1.17	NA		From:		De	ad End/				NA			NA		
756				To:		67-0	00753(B)/				107					
Town of Crewe																
(1001) E. Carolina Avenue	0.24	300	F	97%	1%	67-1038 C	ountry Clu 0%	ub Rd 0%	0%	F	0.108	F	0.567	300	F	2002
1001) L. Carolina Avende	0.24	300	•	31 /0	1 70				0 70	'	0.100	•	0.507	300	•	2002
(1001)	0.24	590	F	97%	1%	1%	21 Third S 0%	0%	0%	F	0.111	F	0.6	600	F	2002
1001)				To:	.,,		7-1023				*****	-				
1001)	0.17	940	F	97%	1%	1%	0%	0%	0%	F	0.123	F	0.617	950	F	2002
				To: From:			7-1025									
1001) Carolina Ave	0.08	1500	F	97%	1%	1%	25 Tyler S 0%	0%	0%	С	0.126	F	0.519	1500	F	2002
1001)	0.00			To-	.,,		8 Carter S		0,0		00	•	0.0.0		•	
$\bigcirc$	0.16	1100	F	97%	1%	1%	0%	0%	0%	F	0.117	F	0.681	1100	F	2002
1001)	0.16	1100	Г	9/%	170			0%	0%	Г	0.117	Г	0.001	1100	Г	2002
1001)	0.28	990	F	From: 97%	1%	6°	7-1027 <b>0%</b>	0%	0%	F	0.118	F	0.672	1000	F	2002
(1001)	0.20			To:	.,,		7-1033				00	•	0.0.2		•	
(1001)	0.59	860	F	97%	1%	1%	0%	0%	0%	F	0.112	F	0.612	860	F	2002
				To: From:		6′	7-1042		-							
1001)	0.25	610	F	97%	1%	1%	0%	0%	0%	F	0.122	F	0.607	610	F	2002
				To:			7-1044									
	0.07	470	В	From:		U	JS 460				NA			NA		1999
(1002)	0.07	4/0	R				- 1001				NA			INA		1999
(1003)	0.27	330	R	From:		6	7-1001				NA			NA		1999
1002				To:		6	67-630									
				From:		6′	7-1002									
1003	0.09	30	R								NA			NA		1999
				To:		6	7-1044									
Nottoway County				From:		5	SR 49									
1004)	0.85	260	R	_							NA			NA		03/20/20
				To:			ead End									
<u></u>	1 66	100	B	From:		6	7-1006				NIA			NA		1000
1005	1.66	100	R	To:		SC	L Crewe				NA			INA		1999
Town of Crewe						20.										
				From:		SC	L Crewe									
(1005)	0.30	100	N	To:		T	IS 160				NA			0	N	1999
				***		ι	JS 460									

					110	illoway Mairiteriance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Crewe				From:		US 460	1							
(1005)	0.07	340	R			03 400			NA			NA		1999
				To: From:		67-1001								
1005	0.07	340	R						NA			NA		1999
1005)	0.20	260	R	From:		67-1009			NA			NA		1999
				To: From:		67-1046								
1005	0.07	100	R	To:		D 15 1			NA			NA		1999
Nottoway County				10.		Dead End								
				From:		US 460 EAST								
1006	1.41	350	R	To:		US 460 W; 67-632			NA			NA		03/18/2002
Town of Crewe														
$\sim$	0.28	160	R	From:		67-619			NA			NA		03/11/2002
(1007)	0.20	160	ĸ	To:		67-1008			INA			NA		03/11/2002
				From:		67-618								
1008	0.06	20	R	To:		67-1007			NA			NA		03/11/2002
				From:		67-1027; 67-1028								
1009	0.08	230	R						NA			NA		1999
				To: From:		67-1026								
1009	0.34	410	R						NA			NA		1999
	0.37	290	R	From:		67-1023			NA			NA		1999
1009				To:		67-1005								
1009	0.13	190	R	From:					NA			NA		1999
				To		67-1038								
(1010)	0.08	160	R	From:		67-1027			NA			NA		1999
				To: From:		67-1026								
1010	0.25	190	R	riom.					NA			NA		1999
				To: From:		67-1024								1000
1010	0.22	190	R	. —		CT 1022			NA			NA		1999
1010	0.07	50	R	From:		67-1022			NA			NA		1999
				To: From:		Dead End; Gap Terminus								
1010	0.13	80	R	FIOIII.		67-1021 Gap Terminus			NA			NA		1999
				To:		67-1005								
$\bigcirc$	0.40	=00	_	From:		67-1026								00/10/0000
1011)	0.40	580	R						NA			NA		03/18/2002
1011)	0.10	60	R	From:		Dead End; Gap Terminus			NA			NA		03/18/2002
				To:		67-1005								
$\bigcirc$	0.07	220		From:		67-1030			NIA			NIA		02/40/2002
1012	0.07	230	R	To:		67-1028 Gap Terminus			NA			NA		03/18/2002
	0.00	70	_	From:		67-1027 Gap Terminus			NIA			NIA		02/40/0200
1012	0.09	70	R	To:		67-1026			NA			NA		03/18/2002
				From:		67-1028								
1013	0.22	160	R						NA			NA		03/18/2002
				To:		67-1026	l							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Crewe				From:	67-1026	1						
(1013)	0.09	170	R	<u> </u>	07-1020	_	NA			NA		03/18/2002
				To:	67-618							
$\bigcirc$	0.07	400		From:	Dead End							00/40/000
(1014)	0.27	180	R	To:	67-1026	1	NA			NA		03/18/2002
				From:	67-619	1						
1015)	0.17	180	R		0. 032	4	NA			NA		03/11/2002
$\bigcup_{i=1}^{n}$				To:	67-1039	]						
(1015)	0.06	20	R	_		7	NA			NA		03/11/200
				To:	Dead End							
	0.08	60	R	From:	Dead End	_	NA			NA		03/11/200
1016	0.00	00	K	т	67 1010	7	INA			INA		03/11/200/
1016	0.10	140	R	From:	67-1019		NA			NA		03/11/200
(1010)				To:	67-1025							
				From:	67-1019							
(1017)	0.10	80	R	_		7	NA			NA		03/11/2002
				Tn·	67-1025	<u> </u>						
	0.09	230	R	From:	67-1011		NA			NA		03/18/2002
1018	0.03	250	IX.	To:	67-1019	1	INA			INA		03/10/2002
				From:	67-1018							
1019	0.07	110	R			-	NA			NA		03/11/2002
				To: From:	67-1017	<b>]</b> ——						
(1019)	0.05	60	R			-	NA			NA		03/11/2002
				To:	67-1016							
	0.06	190	R	From:	US 460	_	NA			NA		03/18/2002
1020	0.00	190	K			7	INA			INA		03/10/2002
(1020)	0.34	190	R	From:	67-1023		NA			NA		03/18/2002
(1020)	0.0 .			To:	67-1005							00/10/2002
				From:	67-1020							
(1021)	0.21	210	R				NA			NA		03/18/2002
				From:	67-1009	]						
(1021)	0.07	100	R	To:	(7.1010	7	NA			NA		03/18/2002
				From:	67-1010							
1022	0.06	600	R	110111	67-1020	_	NA			NA		1999
1022				To:	US 460	1						
(1022)	0.14	790	R	From:	0.5 100	_	NA			NA		1999
$\overline{}$				To: From:	67-1009	1						
(1022)	0.26	740	R	From:	***	-	NA			NA		1999
				To: From:	67-1047	]						
1022	0.03	390	R			_	NA			NA		1999
				To: From:	67-1050	]						
1022	0.03	230	R	т	P 18 1	7	NA			NA		1999
				To:	Dead End	<u> </u>						
4000	0.05	190	R	From:	67-1020	]	NA			NA		03/18/2002
(1023)	0.00	190	11	To	110.460	7	1 1/7			INA		00/10/2002
(1023)	0.34	320	R	From:	US 460		NA			NA		03/18/2002
	J.U.											

					Nottoway Maintena	lice Alea						
Route	Length	AADT	QA	4Tire	Rus	ruck e 1Trail 2Trail	()(;	eak our	Dir Facto	AAWDT	QW	Year
Cown of Crewe				From:	67-1046							
1023)	0.06	70	R	<u> </u>	07 1010		1	۱A		NA		03/18/20
				To	67-1047							
				From:	67-1048							
1024	0.07	120	R				1	۱A		NA		02/20/20
				To: From:	US 460							
1024	0.14	70	R				1	۱A		NA		03/18/20
				From:	67-1009							
1024	0.06	180	R	_			1	۱A		NA		03/18/20
				To:	67-1010							
$\frown$	0.44	4400	_	From:	US 460			1.4		NIA		4000
1025	0.14	1400	R				Γ	۱A		NA		1999
				To: From:	67-1009							1000
1025)	0.24	1700	R				Γ	۱A		NA		1999
				From:	67-1016							
1025)	0.05	2000	R	To:	(7.610.67.6		1	۱A		NA		1999
				r.	67-618; 67-61	9						
	0.07	950	R	From:	US 460			۱A		NA		1999
1026	0.07	930	K				,	N/A		INA		1999
$\overline{}$	0.43	480		From:	67-1001			۱A		NA		1000
1026	0.43	400	R	To	67-619		ľ	NA		NA		1999
				From:	US 460							
1027	0.14	500	R	<u> </u>	03 400		1	۱A		NA		03/18/20
1027				To	(7.1000, (7.1)	200	-					
1027	0.10	300	R	From:	67-1009; 67-10	128	١	۱A		NA		03/18/20
1027	0.10	000		т	(7.1010			•/ •		147 (		00/10/20
	0.14	190	R	From:	67-1012			۱A		NA		03/18/20
1027	0.14	130		To:	67-1014			1/1		IVA		03/10/20
				From:	67-1009; 67-10	)27						
1028	0.16	320	R		07 1005, 07 10	21	1	۱A		NA		03/20/20
				To:	67-1013							
				From:	67-1001; 67-10	)32						
1029)	0.18	150	R				1	۱A		NA		03/18/20
				To:	67-1028							
$\widehat{}$				From:	67-1001							
1030)	0.06	120	R				1	۱A		NA		03/18/20
				From:	67-1029							
1030)	0.07	60	R				1	۱A		NA		03/18/20
				To:	67-1012							
$\frown$	0.07	60	ь	From:	US 460			1.4		NIA		02/40/20
1031)	0.07	60	R	To:	67-1001		ľ	۱A		NA		03/18/20
				From:	US 460							
032	0.07	80	R		03 400		1	۱A		NA		03/18/20
1032)				To:	67-1001; 67-10	129	-					
				From:	US 460							
1033	0.07	200	R				1	۱A		NA		03/18/20
				To	67-1001							
1033	0.29	390	R	From:	0, 1301		1	۱A		NA		03/18/20
				To:	Dead End							
				From:	US 460							
1034)	0.07	120	R				1	۱A		NA		03/18/20
$\mathcal{O}$				To:	67-1001							

					Nottoway Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak I Hour	(.)K	AAWDT Q	W Year
Town of Crewe				From:	67-1001	1			
(1034)	0.07	47	R		0, 1001	NA		NA	03/18/2002
				To-	Dead End	<u> </u>			
$\bigcirc$	0.20	90	_	From:	US 460	) NIA		NIA	02/20/2009
1035	0.20	80	R	To:	OLD NCL Crewe	NA 1		NA	03/20/200
				From:	US 460	<u> </u>			
1036)	0.07	80	R			NA		NA	03/20/200
				To:	67-1001				
$\bigcirc$	2.27	400		From:	US 460	]			00/00/000
(1037)	0.07	180	R	To:	67-1001	NA 1		NA	03/20/200
				From:	US 460	<u> </u>			
1038	0.07	660	R		CS 100	NA		NA	03/18/200
				To: From:	67-1001	1			
1038)	0.07	390	R	From:		NA		NA	03/18/200
				To: From:	67-1009	<u> </u>			
1038	0.16	130	R			NA		NA	03/18/200
				To-	Dead End				
	0.07	60	R	From:	67-618	]		NIA	02/44/200
1039	0.07	60	ĸ	_		NA		NA	03/11/200
	0.08	49	R	From:	67-1007	NA NA		NA	03/11/200
1039	0.06	43	K	To-	67-1015	]		INA	03/11/200
				From:	67-1002				
(1040)	0.35	90	R			NA		NA	1999
				To:	67-1043				
$\bigcirc$	2.12		_	From:	US 460				00/00/000
1041)	0.13	90	R	To:	67-1040	NA 1		NA	03/20/200
				From:	US 460	<u> </u>			
(1042)	0.13	110	R	<u> </u>	US 400	NA		NA	03/20/200
10.12				To:	67-1040	1			
				From:	35-460				
(1043)	0.13	290	R		- 10.10	NA		NA	1999
				To:	67-1040				
	0.41	340	R	From:	67-630	J NA		NA	03/20/200
(1044)	0.41	040		To:	US 460	1		100	00/20/200
Nottoway County									
				From:	SR 49				
(1045)	0.17	45	R	To:	Dead End	NA 1		NA	02/20/200
T. C.C.				<u> </u>	Deat End	<u> </u>			
Town of Crewe				From:	Dead End				
1046	0.04	60	R	<u>-</u>		NA		NA	03/18/200
				To: From:	67-1005	<del></del>			
1046	0.37	130	R			NA		NA	03/18/200
				To:	67-1023	<u> </u>			
	0.12	60	R	From:	67-1023	] NA		NA	03/18/200
1047)	0.12	OU	ĸ	To:	67-1022	] NA		INA	03/10/200
				From:	Dead End	<u>.                                      </u>			
(1048)	0.06	30	R			NA		NA	02/20/200
				To:	67-1024	1			

					INOI	.toway ivi	aintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Crewe																
	0.04	40	R	From:		6	7-1024				NA			NA		02/20/200
(1048)	0.04			To		D	ead End				14/-3			IVA		02/20/200
Nottoway County																
	0.30	60	R	From:		J	JS 460				NA			NA		03/18/200
(1049)	0.50			To:		D	ead End				11/7			TVA		00/10/200
Town of Crewe									-							
(1050)	0.07	90	R	From:		De	ead End				NA			NA		03/18/200
(1000)				To:		6	7-1022									
Nottoway County				From:			J T J									
1051)	0.20	280	R	110111		De	ead End				NA			NA		02/20/200
				To:		(	67-619									
$\bigcirc$	0.05	700		From:		De	ead End				NIA			NIA		00/40/000
(1052)	0.05	760	R	To			67-632				NA			NA		03/18/200
				From:			ead End		1							
(1105)	0.15	60	R								NA			NA		03/11/200
				To:			460 BUS									
9457)	0.21	1600	R			US	460 BUS				NA			NA		03/11/200
				To:		Nottowa	y High Sch	ool								
Town of Burkeville				From:			7 712									
9694)	0.20	70	R				57-712				NA			NA		03/20/200
				To: From:		0.20 ]	ME 67-712		-							
9694)	0.06	110	R								NA			NA		03/20/200
	0.07			From:		Burkevi	lle Int Scho	ool			NI A			NIA		00/00/000
9694)	0.07	40	R	To:		D.	ead End				NA			NA		03/20/200
Nottoway County				•												
	0.19	30	R	From:		(	67-632				NA			NA		03/18/200
(9911)	0.19	30	K	To:		Crew Pr	rimary Scho	ool			INA			INA		03/16/200
Town of Blackstone																
1 Amelia Ave	0.21	1200	F	98%	1%	Nott 1%	oway Ave 0%	0%	0%	С	0.093	F	0.513	1200	F	2002
Amelia Ave	0.21	1200		To:	170		nurch St	070	070		0.000		0.010	1200		2002
1 Amelia Ave	0.21	530	F	From: 99%	1%	0%	ourth St 1%	0%	0%	С	0.110	F	0.518	530	F	2002
Amelia Ave	0.21	550		79 70 To:	1 /0		nurch St	0 70	0 76	C	0.110		0.516	550		2002
_				From:		Cl	nurch St									
2 142 Brown St	0.24	3700	F	98%	0%	1%	0%	1%	0%	С	0.096	F	0.526	3700	F	2002
<u> </u>	0.04	2000		From:	00/		oway Ave	10/	00/		0.106		0.552	2000		2002
Brown St	0.04	2900	F	98%	0%	1%	0%	1%	0%	F	0.106	F	0.553	2900	F	2002
2 Brown St	0.33	1100	F	From: 97%	1%	в 1%	road St 0%	1%	0%	С	0.109	F	0.638	1200	F	2002
2 Brown St				To			vision St									
O 0 11		252	_	From:	401		ch Cliff Rd	061	001		0.4==	_	0.505	0=0	_	
3 College Ave	0.55	270	F	97% To:	1%	1% T	0% enth St	0%	0%	С	0.157	F	0.527	270	F	2002
				From:			rown St		l							
4 Division St	0.06	960	F	97%	1%	1%	0%	0%	0%	F	0.129	F	0.635	960	F	2002
·				To:		Nort	h Main St									

						ttoway maintene	4110074100								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Blackstone															
<u> </u>			_	From:		South Freeman			_		_			_	
5 Fourth St	0.11	790	F	97%	1%	1% 0%	0%	0%	F	0.111	F	0.615	790	F	2002
				To-		Amelia Ave	;								
				From:		JB-67-142 SCL Bla	ickstone								
6 S Freeman St	0.19	NA								NA			NA		
142				To:		Fourth Stree	t								
				From:	67-	-665 JB-142 WCL	Blackstone								
7 Nottoway Ave	0.93	NA		<u> </u>						NA			NA		
Nottoway Ave				To:		142-592 Court Hou	se Road								
				From:											
Didge Dd	0.40	4000	_		40/	SCL Blacksto		00/	_	0.400	_	0.000	4000	_	2002
8 Ridge Rd	0.40	1000	F	97%	1%	1% 0%	1%	0%	С	0.193	F	0.636	1000	F	2002
				10.		West Entrance	Kd								
		-		From:		B-67-142 New Cor	p Limits								
9 Tenth Street	0.34	110	F	99%	1%	0% 0%	0%	0%	F	0.197	F	0.531	110	F	2002
142				To:		JB-67-142 Old Cor									
O =			_	From:		SCL Blacksto			_		_			_	
g Tenth St	0.80	950	F	99 <u>%</u>	1%	0% 0%	0%	0%	С	0.118	F	0.556	950	F	2002
				To:		South Main S	St								
				From:		Cottage Rd Rt	606								
10 Barco Road	0.20	2300	F	94%	1%	1% 1%	3%	0%	F	0.107	F	0.684	2300	F	2002
(10) Barco Road				To:		US 460 BUS N. N									
				From:				1							
West Entrance Pd	0.22	3000	F	98%	1%	South Main S	1%	0%	C	0.098	F	0.593	3000	F	2002
(591) West Entrance Rd	0.22	3000	Г	90%	1 70	170 070	1 70	076	С	0.096	F	0.595	3000	Г	2002
				To: From:		Lester St									
591 West Entrance Rd	0.15	1600	F	98%	1%	1% 0%	1%	0%	F	0.123	F	0.781	1700	F	2002
142				To:		ECL Blacksto	ne								
				From:		WCL Blacksto	nne	1							
(592) Nottoway Ave	0.83	1100	F	97%	2%	1% 0%	1%	0%	С	0.098	F	0.508	1100	F	2002
Nottoway Ave	0.00		•	0.70		170 070	170		Ū	0.000	•	0.000	1100	•	
				From:		Courthouse F									
592 Nottoway Ave	0.07	1700	F	97%	2%	1% 0%	1%	0%	F	0.096	F	0.613	1700	F	2002
				To:		Fort Ave		1							
(592) Nottoway Ave	0.05	1700	F	97%	2%	1% 0%	1%	0%	F	0.097	F	0.627	1700	F	2002
592 Nottoway Ave	0.00		•				.,,		·	0.00.	•	0.02.		•	
<u> </u>			_	From:		Morris St			_		_		1555	_	0677
592 Nottoway Ave	0.17	1900	F	98%	1%	0% 0%	1%	0%	С	0.098	F	0.644	1900	F	2002
				To:		Brown St									
O 0 111 51				From:		142-2 Brown	St								
592 Court House Rd	0.09	NA		. —						NA			NA		
				To:		C2US 460 Nottow	ay Ave								
_				From:		Nottoway Av	ve								
North West Ave	1.82	3200	F	93%	1%	1% 1%	4%	0%	С	0.098	F	0.601	3200	F	2002
142				To:		SCL Blacksto									
				From:				1							
Some Rd		760	М	<u> </u>		Somewhere				0.095	N		NA		2002
Joine Nu		100	IVI	To:		A l				0.083	ıN		INA		2002
						Anywhere									